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Kathleen Q. Abernathy
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Federal Regulatory

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June 20, 1994

EX PARTE OR LATE FILED

EX PARTE

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street, NW, Room 222
Washington, DC 20554

RECEIVED
JUN 20 1994
FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

RE: PR Docket 93-61, Automatic Vehicle Monitoring Systems

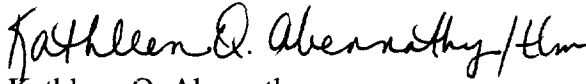
Dear Mr. Caton:

The attached letters dated June 9, 1994 and June 17, 1994 were forwarded to the Commission. Please associate this material with the above-referenced proceeding.

Two copies of this notice were submitted to the Secretary of the FCC in accordance with Section 1.1206(a)(1) of the Commission's Rules.

Please stamp and return the provided copy to confirm your receipt. Please contact me at 202-293-4960 should you have any questions or require additional information concerning this matter.

Sincerely,


Kathleen Q. Abernathy

Attachments

No. of Copies rec'd
List ABCDE

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June 9, 1994

Eastern Distribution Center
300 Gap Way
Erlanger, Kentucky 41018
Phone (606) 283-1100

Chairman Reed E. Hundt
Commissioner Andrew C. Barrett
Commissioner Rachelle Chong
Commissioner Susan Ness
Commissioner James H. Quello
Federal Communications Commission
1919 M. Street N.W.
Washington, DC 20554

Dear Chairman Hundt & Commissioners Barrett, Chong Ness, Quello:

Theft of cargo has escalated dramatically in the last few years, and by all indications, it will continue on its upward trend. Losses are not confined to any specific geographic area but are a national problem. Unfortunately, we are a statistic of this trend, having experienced cargo losses in the hundreds of thousands of dollars within the past two years.

We have joined in partnership with our carriers to reconfigure physical layouts of facilities, vary route times and deliveries, but to date, the most effective tool we utilize is the Teletrac System. This system was recommended through other commercial companies and through law enforcement agencies. Teletrac allows for real time tracking of product, quick response to losses and most importantly, the size of the device allows for concealment in the tractor/trailer. Satellite systems, with the requirements of a dish antenna, are like beacons for thieves to simply destroy, effectively making the system inoperable.

I understand your committee is formalizing the FCC rules under which Teletrac operates. I am writing to express my thoughts on the benefits of radio location technology and how companies such as AirTouch Teletrac are an integral part of our loss prevention strategy.

Sincerely,

THE GAP, INC.



Dan J. Shaw
Director Loss Prevention

DJS:ML



cc: Thomas P. Stanley, Chief Engineer, OET
Bruce A. Francis, Deputy Chief Engineer, OET
Richard M. Smith, Chief, FOB
Michael J. Marcus, Assistant Bureau Chief, FOB
Ralph A. Haller, Chief, PRB
Beverly G. Baker, Deputy Chief, PRB
Rosalind K. Allen, Chief, PRB Rules Branch



June 17, 1994

Chairman Reed E. Hundt
Commissioner Andrew C. Barrett
Commissioner Rachelle Chong
Commissioner Susan Ness
Commissioner James H. Quello
Federal Communications Commission
1919 M. Street, N.W., Stop Code 0106
Washington, D.C. 20554

Dear Chairman Hundt and Commissioners Barrett, Chong, Ness, Quello:

We recently completed a successful pilot program with AirTouch Teletrac and we would like to share our experiences with you. Hopefully, this letter will provide an example of how a commercial private fleet can use the Teletrac system to help enhance driver safety.

PepsiCo Food Services delivers food to its restaurants (Pizza Hut, Taco Bell, KFC) on a regular basis. Though our drivers carry no money they still get attacked all too frequently when they leave their trucks.

To help protect our drivers from these attacks, PFS instituted pilot programs using the Teletrac system. Vehicles were outfitted with a Teletrac unit, siren, and alarm system. Drivers were outfitted with a 2-button remote (car alarm type) that they carried in their pocket. When threatened, drivers were to push either the remote button that triggers a siren and/or the button that sends a silent emergency alert message to a security company.

On two separate occasions drivers were attacked. Both times they pushed the Teletrac button which sent an emergency message to a security company equipped with a Teletrac workstation. Because the security company was able to give the police the exact location of the vehicle, police responded within minutes. In one case they actually made an arrest, and as of this writing the perpetrator has been sentenced to 4 years in state prison.

We believe that Teletrac is an important tool in our efforts to safeguard our drivers from violence. We hope that our experience with the Teletrac system will help you in your rulemaking efforts.

Sincerely,

Greg Halvacs
Manager, Corporate Security, CFE

cc: Thomas P. Stanley, Chief Engineer, OET
Richard M. Smith, Chief, FOB
Ralph A. Haller, Chief, PRB
Rosalind K. Allen, Chief, PRB Rules Branch

Bruce A. Franca, Deputy Chief Engineer, OET
Michael J. Marcus, Assistant Bureau Chief, FOB
Beverly G. Baker, Deputy Chief, PRB